GRUMMAN plane news

Vol. 34, No. 11, Bethpage, N.Y., June 13, 1975

Clements cautions aerospace firms: cut costs or die

Keeping costs in line was the no-nonsense theme chosen by Deputy Secretary of Defense William P. Clements Jr. in his address to members of the Long Island Association of Commerce and Industry on May 27 at a dinner meeting at Westbury Manor.

Clements' talk was the closing address in a day-long, design-to-cost seminar-workshop at the deSeversky Institute in Westbury that attracted representatives from the major industrial firms on Long Island. Highlighting that presentation were Jacques Gansler, Assistant Deputy Secretary of Defense, whose talk signaled the start of the session; Hugh Witt, Administrator for the Office of Federal Procurement Policy, who delivered the luncheon address; and U.S. Representative Tom Downey of West Islip, who chaired one of the panel discussions. Co-chairmen of the seminar were Jake Bussolini and Dennis McRedmond of Grumman.

Citing projected cost overruns of some $2-billion (in real dollars) for just eight major defense programs, Secretary Clements emphasized that "We must commit ourselves to establishing realistic cost goals and meeting (cost) objectives." Companies that can meet those objectives, he said, "should be provided with repeat business ... and should be afforded reasonable profits for their contributions to our defense." A key element in keeping costs down, he said, was effective adherence to design-to-cost principles.

'Counterbalance' essential

The public mood, says Clements, is increasingly against military spending. "Some ask why we need to spend such great sums on defense in an era of detente, when old tensions are relaxing and old threats appear to be subsiding." The reason, said Clements, is that the U.S. is the only country able to provide the essential counterbalance to Soviet power. "The Soviets," he said, "have demonstrated that they see no inconsistency between the attempt to reduce tensions and at the same time strengthening their already powerful deployments."

Cost effectiveness is more vital than ever before, said Clements, now that the defense establishment is faced with an increasingly skeptical and cost-weary public on the one hand, and a growing Soviet military threat on the other. "In equivalent dollars, the U.S.S.R. is outspending the U.S. by 25 percent," he pointed out. "In contrast, the U.S. defense budget in constant dollars is down 40 percent since 1968. By any measure, defense now receives a substantially lesser share ... of GNP than it did five years ago."

In order to provide more defense for those hard-to-come-by dollars, the Department of Defense is instituting a number of cost-cutting steps:

- Reducing headquarters staffs and support activities personnel and reallocating the savings into combat personnel
- Consolidation and realignment of Defense's domestic and overseas base support structure, amounting to about $470 million per year in savings
- Restructuring of intelligence activities

Most critical to the aerospace industry was Clements last point — "insuring that research and development programs are designed to produce cost-effective systems that take into greater account real need and cost as well as technological improvement." Clements cited "significant improvements" in the cost effectiveness of Defense acquisition programs, but he said that "we still have a long road to travel." He stressed five areas that will require greater attention in the future:

- Improving systems for cost estimating, throughout the Department of Defense

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William P. Clements Jr.

Former Tomcat skipper terms first F-14 cruise 'super'

If the slogan "Ask the man who drives one" could be applied to fighter aircraft as well as to cars, who would be better qualified to evaluate the F-14 than Cdr. John Thaubald, former commanding officer of VF-1. Commander Thaubald's former squadron shares with VF-2 the distinction of being the first operational Tomcat squadrons in the Navy. Both squadrons deployed aboard the nuclear carrier Enterprise last September and returned to the States on May 20.

Cdr. John Thaubald

Commander Thaubald, who now serves as F-14 Training Officer for Commander Fighter/AEW Wing Pacific at the Naval Air Station, Miramar, California, was asked to present his squadron's experience with the Tomcat at a debriefing session at Calverton on May 28. "The F-14," said Thaubald, "appears to outmaneuver and outperform anything we've gone up against," says Thaubald. He cited as proof a series of exercises against other fighter aircraft in which the Tomcat always came out on top at the end of the scrap.

Thaubald termed the deployment, in general, as "super." And the statistics he used to back up that assertion were super, or definitely superlative, at any rate. Although the F-14 was introduced into fleet service only a short time ago, its operational availability on the Enterprise deployment was comparable to that of the F-4, which has been in operational service for about 15 years. And the F-14, said Thaubald, more than doubled the operational availability rate of the F-4 on that aircraft's first deployment some 15 years ago. "This is particularly significant," said Thaubald, "when you consider the increased sophistication of the F-14 over the F-4."

Part of the reason for this outstanding record is the plane's basic maintainability. Thaubald pointed to quicker turn-around time from "down" to "up" status when difficulties did arise. Furthermore, Thaubald reports, the F-14 could frequently operate satisfactorily even when some of its systems were not functioning properly.

"The E-2s love us," said Thaubald, referring to the F-14's capability for handling the advanced tactical data link aboard the Hawkeye that is used to direct

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F-14 again stars in Paris on second Air Show visit

The premier aerospace event of the year, the Paris Air Show, opened May 30 with all the glamour and panache appropriate to the world's most elegant city. An international crowd of thousands flocked to the Air Show site at Le Bourget Airport outside Paris to see the latest, most technologically-impressive examples of the aerospace art.

Grumman was again represented at the show after an absence of a couple of years, and it seemed clear from the beginning that the F-14 Tomcat would again be one of the stars of the show. A few hours after the morning dedication cermonies, the F-14 made its official debut before the assembled crowds as pilot, Lt. Rick Bradley, with NFO Lt. Dennis Gladmann, displayed the plane's unexcelled capabilities in a spectacular flight demonstration.

At a Grumman press conference later, and in conversations during the show, Grumman officials stressed the sophisticated technologies, embodied in the Tomcat's weapons systems and advanced structural materials. According to Vice President Mike Pelehach, F-14 program director, Grumman is not only looking for more foreign buyers for the F-14 but is also interested in "exporting the F-14's technology" as well. This technology includes items such as the boron-epoxy composite horizontal stabilizer that may have applications for other products and markets.

Grumman, no stranger to the European market, is already engaged in cooperative ventures with several European firms. Grumman companies are producing a number of products for European markets including canoes, engine pods, and wing parts, and major prototype elements for the Multi-Role Combat Aircraft being produced by England, Germany, and Italy. But most Grummanites at the Air Show felt that the European sales effort has just begun.

"We are looking for a long-term involvement with the European market," says Pelehach. And he feels that this year's Air Show should prove a big step in that direction. "The Paris Air Show isn't a place where you actually sell airplanes or conclude contracts. But it's where people — the senior people — come together."

According to some reports, the Grumman effort at Paris may already be bearing fruit. The Grumman exhibit at the show attracted a stream of visitors, including some from a number of European nations with a lively interest in Grumman Products, F-14 Tomcat among them. Most observers point out, however, that any real payoff in terms of sales lies well in the future.

But whatever the outcome for Grumman and the other participants, the Paris Air Show will, as usual, have served as a dazzling array of what the aerospace industry can do.

Two Air Force officers call tour here 'invaluable'

Capt. Paul Lassanske

Capt. Chuck Wisniewski

Gaining an insider's view of American business is the goal of the Air Force's Education-with-Industry Program, now in its 26th year. Grumman has been a participant in the program since 1965 and two Air Force officers assigned here seem to bear out the EWI philosophy that what's good for business can also be good for the Air Force.

It's especially good for two EWI management "students" now concluding their 10-month program at Grumman. "The kind of insight you get through on-the-job experience in industry is invaluable," says Capt. Charles (Chuck) Wisniewski, one of this year's EWI participants. His colleague, Capt. Paul Lassanske, feels that "The experience has just been fantastic — there's no way to put a dollar figure on it."

The program at Grumman is one of many around the country that enables Air Force officers to broaden their experience in their chosen fields while working in the commercial sphere. As an example, one Air Force officer responsible for managing officers' clubs is gaining experience in hotel management with a hotel in Washington, D.C. Another officer working in public affairs information is learning the ins-and-outs of Madison Avenue with an advertising agency in New York. Most Air Force officers in the program, however, are sticking to more typical areas, such as production and procurement, the fields

(Continued on page 3)

Win FAA navaid contract

"Where am I?", a question as old as mankind, has never been more important than in our present jet age. Grumman's Flight Acceptance Department (FAD) will be finding some new — and more precise — answers to that question under a $1.3 million, 26-month contract from the Federal Aviation Administration. The development contract, awarded May 19, is Grumman's first from the FAA.

Says Dick Townes, who heads up the program: "Grumman's job will be to provide a flying laboratory to research error factors in a cross section of the country's 900 navaid stations." Navaid stations, using TACAN, DME, VOR, VLF, or LORAN systems, dot the U.S. landscape like electronic lighthouses, providing overland air traffic with navigational information.

Grumman will be responsible for the design of the system, including its installation and operation aboard an FAA DC-6. A large part of the contract effort will be devoted to the validation and initial testing of the system before it goes into service.

The Grumman system, called the Navigation Flight Test System (NFTS), features a real-time operator-interactive computer and the Grumman-developed MAP (Multi-DME Aircraft Positioner). With MAP the FAA will be able to determine the aircraft's position to within 300 feet (CEP) which is far better positioning than airborne commercial navaids now on the market can provide. These accuracies are obtained by using signals from as many as 10 VORTAC-type navaid stations at the same time, thereby minimizing possible signal errors from any one station. MAP was developed in conjunction with FAD's flight-test improvement efforts and will be available for use in future in-house flight-test jobs.

For the FAA contract, the MAP position determinations will be used as the standard for comparison with position readings from each of the navaid stations being tested. As part of the error analysis, the station signal received will be verified by means of an onboard calibration signal, rather like testing the notes of a piano with a pitch pipe.

MAP is expected to find many other uses aside from the FAA job. A number of government agencies have already expressed interest in a third generation version of the system, called MAPSET, as a flight-test reference-data source. FAD is also hoping MAPSET will find favor with some European nations. Navigational accuracy in the air is, if anything, even more vital in the densely traveled air corridors over Europe, says Townes. He foresees the possibility of further substantial sales, including perhaps an NFTS-type system, to European agencies equivalent to the FAA.

The FAA may also require further verification work. Townes feels that the present contract award gives Grumman a "foot in the door" for future contracts with that agency. "We'll continue to seek new customers for our NFTS technology," he says. "Each new award helps us maintain and strengthen our technical competence in the navaid test field as well as establishing us more firmly in the non-military commercial market."

What's this? This scaled-down, four-wheel version of the Hawkeye may never get off the ground, but not because its owner, VAW-124 skipper C.J. (Cookie) King isn't trying. Except for wings, Cdr. King's veteran SAAB Hawkeye (No. 740) could almost pass for the real thing — like No. 744 revving up in the background with King's exec, Cdr. John Dittrick Jr., at the controls.

Pair wind up tour here

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chosen by the two Grumman participants.

Each course at Grumman is tailor-made for the needs and specialization of the participants. This year's Grumman program began with a 10-week orientation and introductory period. During that time the two officers got an overall view of company operations and a chance to talk with middle- and top-management people. The second phase involved detailed studies and working assignments in areas of the company related to the officer's field of interest. The final phase is a work assignment on a major weapons system program at Grumman. The EWI program concludes with a final visit and discussion with top-level management.

"There was a lot of very keen competition for the industry slots," says Lassanske; some 500 officers applied for 122 positions.

When asked why he chose Grumman out of more than 30 participating companies, Lassanske cites the fact that he felt like he "grew up with Grumman's Calverton operations" since his family used to vacation in that area when the huge hangars and work areas were being constructed back in the early '50's. "I used to drive past the fence and think: 'That would be a good place to work some day'," Lassanske recalls.

Calverton assignment

Grumman stood out in other ways for Lassanske. He was interested in exploring how the company handled its personnel programs, particularly in a non-union environment. Not surprisingly, for the final work phase of the program, Lassanske chose to come out to Calverton. "Calverton represents the final end-product, where everything comes together," says Lassanske, "and it's also the closest to what I'll be doing in the Air Force."

Lassanske has a broad background in the Air Force, serving most recently as a missile combat crew commander in a Minuteman site in North Dakota. Before that he worked on several different procurement and production management assignments — assignments that he feels provided him with valuable experience for subsequent duties at Grumman.

Now almost finished with his 10 months of EWI, Lassanske says: "I feel I know the good things and I know the problems. The Grumman people were completely open with me. In the short time I've been here, I feel like I've practically become a Grummanite."

Wisniewski shares Lassanske's assessment of their 10 months at Grumman. "I've had a chance to get involved in day-to-day operations, to view different levels of management, and see how they operate. I seem to have gained as good an insight into what makes Grumman tick as many people who've been here a lot longer." He also feels that he's gotten a good grasp of "interrelationships between various departments, how they handle their paperwork, and the constraints established by the organization and the customer."

Wisniewski was formerly chief, base procurement division, at Ellsworth AFB, South Dakota, where he handled the purchasing of all items and services, including minor construction work. His EWI assignment, however, covered the gamut of procurement and production assignments. He spent one week each in some dozen management areas running from Contracts to Configuration Data Management. Another seven weeks toward the end of the program were devoted to Material Management, and some seven weeks to Contract F-14 (ECP).

Discrete scheduling plan

As part of a four-person Grumman team, Wisniewski worked on a discrete scheduling study of F-14 high-dollar items. "The aim of the study," he says, "was to review and evaluate the top 25 high-dollar items bought from vendors for the F-14. These 25 represent approximately 60 percent of F-14 material costs." Discrete scheduling of some of these items, Wisniewski says, would permit reduced inventories and an improved cash-flow position.

Looking back on the program as it now draws to a close, Wisniewski feels that "EWI is to everybody's advantage: Grumman gains the insights and experience of valuable personnel; through them the Air Force gets a better understanding of Grumman capabilities; and the individual officer gets a first-hand look at what the contractor's business is all about."

Invaluable rapport

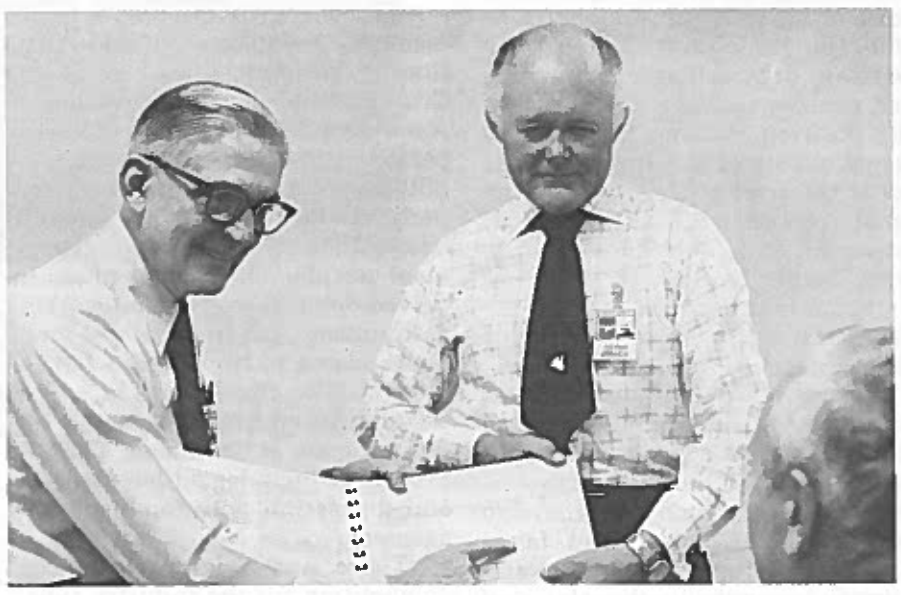
Lassanske believes that "There's a rapport that develops between an Air Force participant and corporation management that's good for both." As for future contacts between Grumman and the Air Force, Lassanske feels that "The commitment is there to become involved in Air Force programs. I feel certain Grumman will be able to get into the business once it has made the necessary reorientation in its marketing approach and allowed for the differences, peculiar to the Air Force, in procurement, aircraft maintenance, and support."

people

A few weeks ago in Plant 1, Joe Cittidini was introduced to O.R. Smith in the F-14 program area because a fellow worker knew they were both WWII prisoners of war. But the introduction really wasn't necessary. The two Grummanites, who served in the U.S.A.F. as naviators, were POW's in Stalag Luft III and lived across the hall from one another in the same broken-down barracks in Sagan, Silesia.

Smith was scheduled to leave for Iran to serve as Material Manager under Dick Barton on the F-14 Iranian program, so the reunion was brief. They mostly reminisced about the "good" times ... laughing about the tiresome 62-mile trek through a blizzard to "escape" the advancing Russian army ... recalling the bedbugs, lice and rodents as if they were mosquitoes on a weekend camping trip ... the competitive baseball games ... the theatrical productions to fill the long duration of waiting for liberation ... and the emotions they felt when General George Patton walked into camp with the Third Army in April 1945. They both conceded that "our compound was very similar to the movie, *Stalag 17*, but certainly not as silly as the TV production, "Hogan's Heroes."

Though the conversation was tinged at times with the horrors of war ... and the fears of isolation ... they mostly talked of the "good" times. After all, that's what 30-year reunions are for.



Joe Cittidini (L) and O. R. Smith point out their living spaces while WWII POWs in Stalag Luft III. (Photo by Bob Settles)

They've been honored ...

Tom Burns, logistics representative for Field Service at the Marine Corps Air Station, El Toro, California, was saluted recently by Major Gen. W. R. Quinn, commanding general of the 3rd Marine Aircraft Wing, for "outstanding performance of duty while serving as logistics service representative ... with the supply department of Marine Aircraft Group 13 during the period 6 September 1973 to 31 March 1975. ... Your exceptional performance of duties, diligence, and professional knowledge are a credit to yourself and to Grumman Aerospace Corporation."

Joe Austin, an engineer associated with the F-14 Program, was one of 12 black Pittsburghers honored recently at the fourth annual Black Solidarity Fair banquet in Pittsburgh. Austin, who has been with the company since 1964, grew up in the Hazelwood section of Pittsburgh, earned a degree in electrical engineering from the University of Pittsburgh, and earlier worked on the LM program here as a displays engineer. Among the 11 others cited with Austin for having earned honors in their respective fields were Aldine King, a television actress, and international trumpet star Roy Eldridge.

Fund raisers ...

Jean Esquerre, co-director of the Opportunity Development Department, headed a large group of Grummanites in attendance at the second annual fund-raising dinner for The Urban League of Long Island. Esquerre, who is also president of the league, is shown (above L) chatting with Representative Walter E. Fauntroy of the District of Columbia, who was guest speaker at the dinner meeting held at Huntington Town House last month. The Urban League of Long Island is a non-profit, nonpartisan, and interracial organization whose goal is to help America's minority citizens gain equal opportunities in education, employment, health, and housing.

Care to share? ...

The Fresh Air Fund, one of New York's oldest free vacation services, urgently needs host families who will welcome disadvantaged city children, ages 5-12, into their homes for two weeks of summer fun, according to Barbara King, representative for the fund. Arrival dates for the children would be on July 8, July 22, or August 5. The fund pays for all medical and insurance costs and provides railroad transportation for each child. Host families can specify the age and sex of their city guests and are asked to offer their love and hospitality. For further information, please call Mrs. King at 516-741-2570.

Get new posts

Among those who recently received changes in assignments were:

TECHNICAL OPERATIONS — James D'Aries, assistant project manager, and Lonnie Dennis, technical advisor, both in Supply Operations; and James Kerwick, project manager, EF-111A Program Controls, all of Product Support; and in Product Engineering: Ralph Rosenfeld, E-2C Subsystems, Charles Mathis, F-14 Subsystems, Charles Hanft, EA-6B Subsystems, all project leaders; Richard Imgram, principal engineer, Antennas and Radomes; Ivan Kadar, Signal Processing, and Richard Herbermann, Electrical and Electronic Design, both technical specialists.

Others named to new positions recently include: PROGRAM MANAGEMENT — W.D. Spiegel, who will be responsible for all efforts associated with the Rockwell International B-1 Program; CORPORATE PROCUREMENT OPERATIONS — David Craig, director, and Louis Corrao, deputy director, both of Finance and Planning; CALVERTON OPERATIONS — Alexander Seward, director, and Eugene Schineis, deputy director, both of Quality Control; and William Merrell, training manager for Iran.

Going on record

This year is International Women's Year, yet few people, men or women, are aware of the importance 1975 may have for women and women's groups around the world.

International Women's Year (or IWY) was designated by the United Nations General Assembly to create awareness that "men and women have equal rights and obligations toward themselves as individuals, toward their children as parents, and toward their societies as citizens."

IWY's World Conference, scheduled for Mexico City from June 19 to July 2, will study changes in the status and roles of men and women, and the major obstacles to be overcome in the achievement of equal rights, opportunities and responsibilities of women as equal partners with men.

Quarter-century club getting together

All Grummanites celebrating 25 years' service with the company in 1975 should circle Tuesday, December 16, on their calendars. That's the day set aside for the annual 25-year luncheon at the Huntington Town House; later in the year you will get your official invitation to the affair. It's always a wonderful opportunity to renew old friendships, so why not set that date aside — right now.

Clements on cutting costs

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• Developing better means for monitoring cost trends

• Emphasizing hardware (i.e. prototyping) rather than paper testing

• Eliminating as much as possible Defense Department investment, and emphasize contractor investment as a factor in profit goals.

Financial Constraints

"Finally," said Clements, "we shall have to follow, increasingly, the design-to-cost approach. We will have to forgo certain nice-to-have technological gains ... to stay within our financial constraints. ... Implicit in this is the concept that we won't proceed with a weapon at all if it appears that it can't be produced at an acceptable cost, and we will have to cancel systems if they move beyond reasonable cost parameters."

Clements mentioned that the week before he had signed a Defense policy paper on design-to-cost which he said "isn't going to be a popular course ... (or) free of risk." But he stressed that design-to-cost is essential for Defense management to hold down unit costs. And procurement savings must not come at the expense of future operation and support costs, he said. "The two are closely linked and equally important in our minds." The management of Defense programs should include controls affecting operating and support costs such as repair parts, personnel, reliability, and maintainability.

Progress mixed

So far, Clements said, progress in design-to-cost savings has been mixed. "Some programs have grown as much as one third. Increases, when coupled with the current (tight) budget can only result in program stretchouts, reduced quantities produced, or reduction in other programs." Clements stressed the importance of close Defense-Industry participation in rooting out design-to-cost overruns before they get out of hand. "I personally believe that it is essential that the Department of Defense develop more effective working relations with defense contractors who demonstrate excellence in supplying equipment and services to the Department. ... Industry must work with the Department of Defense, be committed to the design-to-cost concept, effectively communicate with the Department of Defense, and maintain those essential efforts that will result in the achievement of our design-to-cost goals."

Set annual picnic

All those Grummanites who are looking for a good time, mark this date down on your calendar: SATURDAY, JULY 19. That's the day set aside for the annual Grumman Family Picnic.

As in years gone by, there will be plenty of activities for all ages ... relay races, dancing throughout the day, an afternoon kiddie show, exhibitions by the N.Y. Nets and the N.Y. Islanders, and amusement rides. According to Gus D'Errico, head of Employee Service, at this year's outing two new rides will be unveiled — the "Tilt-a-world" which is a modernized form of the old attraction, "Octopus", and the "Jubilee" which D'Errico claims is even faster than the "Caterpillar".

Aside from the planned physical activities, there will also be plenty to eat and drink ... jugs of soda, gallons of ice cream, kegs of beer, and miles of frankfurters.

And as an added feature this year, the Calverton All-Stars have challenged the Grumman men's varsity softball team to a duel on the diamonds.

You, your family, and your friends can be there by merely dropping by your nearest friendly ESO representative to pick up your tickets for the annual outing. Adult admission is $3 a person and children under 12 are admitted free. More information about the annual Grumman picnic will appear in the next issue of Plane News.

Installing new telephone system

The Grumman telephone bill — like those at home — has been steadily mounting and now is running in excess of $4 million annually. Because telephone bills are charged off to specific departments, says Art Leach, director of Communication Services, department heads and administrators have asked for better control of this type of expense ... and starting on June 28, they will have a better "handle" on how their telephone budget is expended. On that date, says Leach, new equipment will be installed that will collect data on each call made from Grumman telephones on the Bethpage and Calverton systems. This will include calls into Nassau, Suffolk, New York City, and WATS calls to the rest of the country.

Data collected will consist of the extension number originating the call, the number called, date, time, and duration of the call. In addition, the appropriate cost-per-call will be added.

The system does not (and can not) record conversations, only the necessary numeric information to identify the call, Leach added. The call identification information will appear on the monthly "Telephone Cost Allocation Report" that will show how Grumman phones are being used. At the end of each month, department heads will get a copy of each phone record, Leach noted, and they will then be able to determine which are business calls and which aren't.

Although occasional personal telephone calls are sometimes necessary, Leach suggests they be cleared first with your supervisor. Those who make excessive personal calls, or who make personal long-distance calls on the WATS line, may be asked to reimburse the company for the expense.

Leach says the new telephone management system is designed not only to help control extremely high telephone bills; he expects the reduction in personal calls to improve the quality of service with minimum delays for business calls and for any emergency personal calls that have to be made.

If you have any further questions on the new system, please contact Telephone Services, Ext. 84800.

F-14 'super'

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intercepts. VF-1 had an extensive workout with both E-2's and EA-6's during its historic deployment to the Pacific and Indian Oceans. Also significant was the participation by both squadrons in the airborne evacuation from Saigon. The Enterprise's cruise, originally scheduled for completion in mid-April, was extended one month to aid in the massive airlift.

Overall, Thaubald felt that though the F-14's initial deployment was by no means without flaws (most notably engine trouble which resulted in the loss of two F-14s early in the year) the cruise clearly demonstrated that the Tomcat possessed the capabilities "to perform outstandingly in any environment we chose."

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N. Y. 11714, as a function of the Public Affairs Dept., Vice President J. B. Rettaliata, director.

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Insurance note ...

Dependent children over the age of 19 who have graduated or dropped out of school are no longer covered by Grumman group insurance. If you wish to convert this insurance you may do so by making application within 31 days. For information contact the Insurance Department, Ext. 1040.

If you have a son or daughter who plans to work for the first time this summer, you'd better make sure that he or she has a Social Security card because it's necessary for full-time, part-time, or temporary employment. Application for the card should be made at once, says the Social Security office, by mail, phone, or personal visit to a local Social Security office. Don't delay.

Picnic Junior Gloves

Entry registration

Entrant's name .....

Age ..... Weight .....

Sponsor's name .....

Dept. ..... Plant ..... Ext. .....

Entries are to be forwarded to John Koloksi
Plant 1 Employee Services Office

Update on Iran . . .

What's happening on the F-14 Iran Program? According to John Marshall, director of Field Administration and Liaison, Grumman Aerospace has begun training some applicants for early deployment to Iran and the level of activity is expected to increase substantially by the end of the year.

So far, some 1500 Grummanites have submitted applications for assignment to Iran. From this group a number have been selected to fill authorized billets; all have met all the requirements necessary for this important assignment.

Marshall asks those applicants who have not yet been selected and are ready and willing to go to please be patient and bear with the program. As more openings become available, the selection process for qualified Grumman applicants will continue.

Unfortunately, this does not mean that everyone who applies for an Iranian assignment will eventually be selected, he says. Many applicants will not be selected primarily because there are no billets defined or authorized that fit their particular qualifications. Those personnel are being informed of this situation since the types of billets required have just recently been determined.

Now that some billet requirements are being totally defined, and the final selection reviews completed, all who applied will be contacted. Again, please be patient. It's been slow starting, but at last it is underway!

New 'change' card

A new Grumman telephone directory change card (G4936) is now available from Employee Services offices, Service Counters, and Telephone Services. The new card incorporates additional information that is required due to new telephone systems being installed plus planned telephone system changes in Grumman.

It is requested that listing cards other than G4936 be destroyed. A note of caution: changes must be submitted on the new card, G4936, or they can not be processed.

'Government Bowl'

In the first annual "Government Bowl" softball game, Defense Contract Audit Agency (DCAA) beat NAVPRO, 11-5. Top sluggers for the champs were catcher Doug Weirzbicki, outfielders Rich Kunkel, Charlie Greenman, and Tony Pancamo.

calendar

Notice of events for period June 27 to July 11 should reach Plane News by June 18.

Amateur Radio Club: Wed., June 18, 5 p.m., radio shack, Pl. 5 roof; field day, McKay Field, June 28/29; guests welcome. Emmett Goodman, Ext. 87125.

American Production & Inventory Control Society: Tues., June 17, dinner 6 p.m., speaker 8 p.m., Maine Maid Inn, Jericho Tpke. & Rte. 106, Jericho; guest speaker: William Crowell, R. Shriver Associates — "Assessing the Current Status of Mfg. Control Systems"; guests welcome. Norm Heilweil, Ext. 1855.

American Society of Photogrammetry: Thurs., June 19, 6:30 p.m., N.Y. Academy of Sciences, 2 E. 63rd St., N.Y.C.; dinner/technical meeting; guest speaker: Capt. Leonard Baker, National Geodetic Survey, NOAA — "Meeting the Needs of the Future by Geodetic Survey & Photogrammetry"; guests welcome. Warren Trott, Ext. 3277.

Chess Club: Every Tues., 5 p.m., Pl. 30 cafe; guests welcome. Pat Charovkine, Ext. 7915.

Coin Club (Bethpage): Every Wed., 12:05 p.m., vendor conference room, Pl. 25; informal lunchtime meeting. Ken Hale, Ext. 1936.

Coin Club (Calverton): Every Fri., 1st lunch period, instrumentation conference room, Pl. 6; visitors welcome. Jerry Kreussling, Ext. 415.

Duplicate Bridge Club: Every Thurs., 6 p.m., Pl. 30 cafe; partnerships arranged; guests welcome. Phil Hodge, Ext. 1195.

Fencing Club: Every Mon., 4:30-6:00 p.m., Pl. 30 cafe. George Kegney, Ext. 86048.

GAC Divers: Wed., June 18, 5 p.m., Pl. 28 auditorium; general membership; guests welcome. Steve Failer, Ext. 86338.

GACE Flying Club: Fri., June 13, 5 p.m., Pl. 30; FAA films; guests welcome. Betty Scheldorn, Ext. 7372.

Retiree Club: Wed., June 25, 12 noon, Holiday Manor; luncheon meeting; guests welcome. Call GAA for information.

Rod & Gun Club: Every Mon., 8-10 p.m., Naval Reserve Training Center, Huntington; every Tues., 6-8 p.m., Colonial Firearms, Levittown; every Thurs., 6-10 p.m., Marine HQ Range, Garden City; practice & matches; open to all Grummanites. Call GAA for information.

Stamp Club: First 3 Wed. of each month, 5 p.m., Pl. 30 cafe. Steve Hoops, Ext. 3926.

obituaries

FRANK R. CZAPANSKIY of Air Traffic and Radio Communications, Plant 4, died May 20 at the age of 59. He had been with Grumman since 1958, and lived at 44 Buffett Place, Huntington Station.

VINCENT A. SCHNEIDER of Jigs Details and Sub Assembly, Plant 2, died May 27 at the age of 59. He had been with the company since 1948 and lived at 754 South 9th Street, Lindenhurst.

EDWARD F. LAMBECK, Elect. Lab. Management, Plant 7, died May 28 at the age of 42. He had been with the company since 1960 and lived at 119 Arlington Avenue, Port Jefferson.

JOHN F. FINNEGAN, Machined Parts/Material, Plant 30, died May 30 at the age of 55. He had been with Grumman since 1963 and lived at 201 Violet Street, Massapequa Park.

ROBERTA COLE, Proj. Secretarial Services, Plant 25, died May 31 at the age of 48. She had been with Grumman since 1972 and lived at 54 Willett Place, Roosevelt.

PETER A. KEDA, Steel Parts Assembly, Plant 2, died May 31 at the age of 59. He had been with the company since 1941 and lived at 56 Cuba Hill Road, Greenlawn.

'People make the program'

'People make the program work.' That credo pretty well sums up the spirit of the three-day meeting on ground support equipment, publications, spare and repair parts, trainers, training, contractor technical services and facilities for the Iranian F-14 program.

The Integrated Logistics Support management team meeting was held at Grumman April 29 to May 1 and was attended by 40 Navy representatives and some 30 Grummanites and associated subcontractors. Iran was represented by Colonel Mohammed Ghanipour (C) Imperial Iranian Air Force Liaison with the Naval Air Systems Command.

On the conference's final day, Rear Adm. John Alvis, F-14/Phoenix project manager (R) paid a visit to Grumman and addressed those attending the meeting. To left is Bernie Yudin, F-14 Support program manager. (Photo by Harry Prodromides.)

Seven maintenance officers from the Imperial Iranian Air Force got their introduction to the F-14 — and Grumman — May 7 on the first day of their four-week training session here. The IIAF group, led by Capt. Nasser Mahvashan, Chief of Maintenance, Isfahan, will later receive eight weeks of training at Hughes Aircraft Co. in Los Angeles, California.

The Hughes training will cover maintenance of the Phoenix AWG-9 weapons system. Many of the group will receive further training at Grumman and with the U.S. Navy for an average total training program of about five months.

Some 118 IIAF maintenance personnel will come to Grumman this year, returning to Iran afterwards to staff the IIAF's maintenance shops in that country.

Decalcomania. Security Guard Ed Truckenbrodt has been collecting Grumman decals ever since they were first issued. The better part of his collection adorns 'Truck's' Chevy station wagon. A 13-year Navy veteran who can also claim 12 years in the infantry (and action in almost every major theater of World War II and the Korean War), Truck began his collection when he retired from the service eight years ago. (Photo by Bob Settles).

Prize possession. Grumman varsity basketball players had a happy problem to solve recently – where to display their L.I. Industrial championship trophy. The dilemma was solved when they asked Grumman Corporation Vice President-Controller Pat Cherry, an avid sports fan and supporter of the Hellcats, to exhibit the trophy in his office. At the presentation were: (standing L to R): Walt Gleich, Ed Krol, Jim McKinstry; (seated) coach Mel Knopf, Pat Cherry, and Chet Baumgartner of GAA. (Photo by Bob Settles)

Nite Owl Wings fly high

The Wings are flying high in the Nite Owl softball league. On their first two jaunts onto the diamond, they have outscored their opponents 65 to 16.

In the season opener, the power-packed Wings took on the "C" Section squad and held them to two runs the first four innings. The "C" Section players finally managed to break through the tough defensive wall of Wings in the final two innings, mustering seven more runs — but the Wings had already battered them by having 27 players cross the plate.

It looks as though the Wings are only warming up for the long season under the Plant 2 field lights. In their second game, the Tomcats helped them along by committing 14 errors, but the Wing battalion racked up 36 hits in five innings. In the 41-7 massacre, shortstop Dennis McCleave, while going four-for-six at the plate, was a defensive standout at shortstop, especially when he made the over-the-head back-hand catch in the fifth. John Young contributed a homer, double, and three singles in his seven attempts. Craig McQuillan and Kevin McAvoy had identical batting stats for the evening: both went four-for-five, which included a triple and two doubles. Winning Pitcher Danny Haas salted the Tomcats' wound by striking out seven.

May 27 was a busy night for Pete Viteritti, the Woodpecker's shortstop in the Tuesday after-hours league. His team won its season opener over the Druids, 28-1. The shortstop slammed three over the fence for six RBIs. Later that same evening, he drove his wife to the hospital where she gave birth to their third child (second daughter). Mother, father, and daughter are all doing fine.

In Plant 3 lunchtime action, the undefeated Chiefs won their third game of the season by defeating the Mets, 20-7. Winning pitcher Bob Dadario was supported by shortstop Nick Catania who punched two doubles and hit two over the fence. Catcher Steve Mazzeo also took the trip around the bases twice.

Heavy subject. A few weeks back, many people at Calverton spent their lunch periods lifting heavy weights instead of heavy forks. Contest winners in their weight class are: (kneeling L to R) Bob Tarr, instructor; John Carraci, jerk & press; Angel Rivera, squat & bench press; Kirk Driemann, bench press. Standing: Jack Schroeder, Plant 6 deputy manager; Richie Carruthers, bench press, squat, clean & jerk; Dave Robinson, squat; Joe DeGirolamo, bench press; Bruce Lail, bench press, squat, jerk; Bill Gebhardt, jerk & press; Vinnie Valetutti, Plant 6 management staff; Mike Cherry, GAA. (Photo by Ed Finnick)

Moldteks: GAA kegling kings

Over past years, many keglers in the 36 GAA-sanctioned bowling leagues boasted that their league's talent was the best ... and that the other championship teams couldn't make it.

Five years ago, the Grumman Athletic Association initiated an annual Tournament of Champions in which all first place teams in GAA bowling leagues are invited to compete for the bragging rights in Grumman bowling territory. No longer could keglers brag about their prowess on the lanes — they had to prove it.

It's one thing to finish the 36-week long season in first place residency, but there's more than just team pride at stake when the GAA-sanctioned league champs meet head-on in a three-game handicap tourney. You could tell by the scores of spectators — family members and fellow league bowlers who were arch-rivals throughout the season — that filled the viewing area at the Sheridan Bowling Academy in Mineola on Sunday, June 1.

It would be an understatement to say that the 1975 Champion of Champs, the Moldteks of the Brown league, were ready for some mean bowling — they were psyched. The foursome exhibited some fine woodchopping by rolling 258 pins over their three-game series average of 1,998.

Besides winning first-place team trophy, Vince Garguilo also walked home with second high men's game honors by knocking down 97 pins over his average for a 238-202-601 series (scratch). Teammate George Samiluk was also having a grand day at the lanes; he bowled 81 pins over his 171 league average for a 213-211-594 scratch series. Rich Garguilo who normally averages 159 during the regular season, did a little extra woodcutting himself and rolled 210-552. Rounding out the foursome, Howie Chickering contributed 187-509, which, when all three-game handicaps were combined, gave the Moldteks the 1975 Grumman bowling championship with a 2,571 handicap total.

The Woodpeckers — Woodbury Tuesday Mixed's pride and joy — finished 36 pins behind the champs. Frank DeGaidano and Martha Juppe not only managed to lead their team into second place, but they also were honored for their individual performances at the alley. Frank who sports an average of 158 really poured it on in the Grumman bowling "world series." By punishing the pins with 220-216-624 he walked away with high men's handicap series (that's 150 pins over his three-game series average). Martha turned in a fine showing with a 225-553 scratch series which placed her in the number one women's high handicap series with a 652. And that's not all! She was also awarded the second high women's game trophy. Fellow Woodpeckers Jack Juppe and Norman Youngs supplied the remainder of the '75 runners-up effort with handicapped series of 627 and 533, respectively.

Ed Miron of the Syosset Mixed championship squad, the Mowo's, rolled 246 for men's high game. Third place honors went to Great River Sandbagger's Bob Dudonis for his 230 effort.

The Streaker's Val Lindstrom, representing the Patchogue Grumman Mixed league, was awarded the first place high women's game trophy for her 232 game. And Marilyn Cozzette of the Century Mixed Granite team was presented third place trophy for her 197 alley jaunt.

Rainbow debut

On opening night at the Syosset Lanes, Lil Davis led the pack in the Rainbow Mixed league — the one and only GAA-sanctioned summer league on Long Island. Since it was the first night, Davis placed her 203-507 effort in the record books for the women keglers.

Tom Murtha put his mark in the books for men's high game by rolling 201-535, while Jack Juppe bowled high men's series with 197-537.

No trick to eye safety ... and Wise Owls are proving it

Like an amateur magician before an appreciative audience, Dick Sanchez, director of Industrial Safety for Grumman, is always ready to display his fascinating collection of safety demonstrations ... and though they may seem like gimmicks to some, the message they convey is very, very real.

For Sanchez is pushing safety, not magic. His collection of hammers, tongs, and related devices demonstrate that not only is the hand quicker than the eye, but so are many industrial objects that sometimes find their way swiftly and unerringly into the eye of a worker unprotected by industrial safety glasses.

"Only industrial safety glasses are really safe," says Sanchez. "The kind you buy commercially are usually far from industrial safety-glass standards, though they may be incorectly referred to as 'safety glasses'." To drive home his point, Sanchez positioned a standard commercial-type lens into a catapult-type device. When he released a spring-catch, a steel ball came smashing down on the commercial lens, instantly shattering it.

Sanchez repeated the experiment using one of the industrial safety glasses issued at nominal or zero cost by Grumman's Industrial Safety Department. The lens didn't even crack. Perhaps his favorite demonstration, though, is one in which he tapes a safety-glass lens to a hard rubber mallet, and then uses the mallet to drive a medium-size nail into a two-by-four. The lens is untouched.

Not indestructible, but ...

"These demonstrations don't mean that industrial safety glasses are indestructible," says Sanchez. "We've had many workers who've broken their lenses from a piece of flying metal or other debris, but in the years the program has been in existence, not a single worker has lost his or her sight through injury while wearing safety glasses. The reason: safety lenses, though they may break, do not shatter, and, therefore, they repel flying objects.

Wiser Wise Owls. Getting an award rather than an eye patch was a lot easier to take for four men whose sight was saved in recent months because they were wearing safety glasses during industrial accidents. On hand with their supervisors at the presentation by Vice President Ed Dalva (3rd L) were: Jimmy Fox (foreman), John Pellegrino, Dalva, Robert Langa, Charles Susczynski, Joe Kasten (foreman), and Sam Knight (foreman). Another Wise Owl, Leonard Incandela, was not present for the photo. (Photo by Harry Prodromides)

"Since the inception of the program in 1950 we have had 68 Wise Owls identified — people who would probably have been blinded in one eye had they not worn their safety glasses," says Sanchez. He pointed to a pair of glasses mounted on a wood plaque on his desk. The shattered left lens embraces a ragged piece of metal the size of a quarter. Inscribed on the plaque are the words, "John Schmitt, February, 1973," a date that could have been Schmitt's last, Sanchez feels, if he had not been wearing safety glasses. "The impact of that large a piece of metal would not just have blinded Schmitt, it might also have gone right through into the brain and killed him," Sanchez points out. As it was, he says, the man got no worse than a bad shock.

Grumman supplies safety glasses, laser goggles, chemical goggles, and other eye protective devices for industrial use. The company employs three New York State-licensed opticians, headed by Al Santini, who is in charge of the preparation and dispensing of Grumman eye protection equipment. Although Grumman does not compete with local optometrists in providing the latest in eye wear, "We make every effort to provide up-to-date and varied colors," says Santini. Santini emphasizes that the frames are an integral part of the eye protection safety glasses offer. "Using frames not specially designed for safety lenses is dangerous and can defeat the purpose of the eye protection program."

More 'near misses'

"What people sometimes forget," Sanchez pointed out, "is that the initial unfamiliarity of safety glasses is nothing compared to the pain and possible disfigurement that could arise from serious eye injury."

One way of demonstrating the importance of safety glasses is the Wise Owl Club, founded back in 1950 by the National Society for the Prevention of Blindness. A recent Grumman member of that exclusive club is John Pelligrino, a driller at Plant 2 who paid his club dues the only way possible — by saving the sight of an eye through the use of safety glasses.

Last December while Pelligrino was drilling a piece of metal, the drill bit broke and struck the left lens of his safety glasses. "I didn't even realize it had done any damage," he says, "until I saw afterwards that the lens was cracked." Safety representatives judged that if Pelligrino had not been wearing those glasses, he might have lost the sight of his left eye.

"I don't wear glasses normally and I don't particularly like wearing them," Pelligrino says. "But in technical school I learned how important they can be — now I wear them whenever I'm in a work situation that requires eye protection." He also wears them at home when working on his car. "I wouldn't feel comfortable without them,"

Robert Langa, an assembler/riveter in Plant 1, was bucking overhead rivets last January when he caught a two-pound steel bar in the right eye as it fell through an overhead hole. Luckily, Langa was wearing his safety glasses at the time and the only damage was a shattered left lens. "I believe in proper protection for my eyes," Langa says, "and I hope my fellow workers feel that way too."

As a result of his near-accident, Langa like Pelligrino has been enrolled in the Wise Owl Club. Recent members also include Charles Susczynski (bench mechanic, Plant 1) and Leonard Incandela (Glove Vane, Subassembly, Plant 3, nights).

GRUMMAN plane news

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BULK RATE
POSTAGE PAID
BETHPAGE, N.Y. 11714
PERMIT NO. 264

Vol. 34, No. 11, June 13, 1975, Bethpage, N.Y. 11714